

## AS CAPTAIN DREYFUS BEEN SECRETLY LANDED ON THE SOIL OF FRANCE?



Captain Alfred Dreyfus, from His Best Photograph.

Rennes Every Preparation Had Been Made to Care for the Prisoner—A Landing Possibly Made from the Sfax at Quiberon.

is, July 1.—With all the telegraphic news, it is impossible to learn at our, 4 o'clock in the morning, whether Dreyfus has arrived at Rennes yet, there seems to be no doubt that he has landed at some Breton port other than Brest.

There is a report that Dreyfus is in poor health, and that this fact accounts for the anxiety of the Government to keep him out of sight. The story is that when he was signalled from Fayal, a cable was received from the Azores to let that the passenger was suffering from severe malaria.

At the public spectacle of this of four years' injustice coming from his island prison a bodily wreck to be the motive of the authorities permitting Dreyfus to be landed at a port where the eyes of the whole world were centered.

It is understood that he was landed at Brest, in the Bay of Biscay, or else at a port, not far distant, and that he has reached Rennes, the scene of the first martyrdom.

### DREYFUS LANDED, BUT NOT AT BREST.

July 1, 4 a. m.—Nobody doubts Dreyfus has been landed, and that he is on his way to Rennes, but how he came ashore is not apparent. It is suspected that the Government has a shrewd trick on the public and has sent newspaper correspondents to parts of the world who had as their duty to greet the man from Devil's Island.

Friday evening it was reported that Dreyfus had entered the harbor and anchored off the Arsenal. The report was so thick that one could not see a ship's length from shore. Journalists put off into the bay in boats, and went groping hither and there, hailing every ship that loomed in the distance.

It is believed that, having been taken away from the Moulins by the promptitude of the Government, the Sfax went to Quiberon, where the report is that he landed at 9 o'clock. The latter would serve the end of the

### L'ORIENT THOUGHT TO BE PLACE OF LANDING.

Rennes, France, June 30.—All the indications are that Dreyfus has been landed at Brest, in the Bay of Biscay, or else at a port, not far distant, and that he has reached Rennes, the scene of the first martyrdom.

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### GIRL WHO SAVED THREE BARELY ESCAPES DEATH.

Miss Bourne, the Vassar Athlete, While Out Yachting Near Providence Is Castrated.

Providence, June 30.—Miss Mary Bourne, daughter of the Rev. S. Bourne, of New York, a Vassar girl, accomplished in aquatic sports, narrowly escaped death today near the mouth of Waquoit Bay, where, on August 18 last, she heroically saved three men from drowning.

Miss Bourne's father has a cottage at Barnstable. This morning she secured a whaleboat with one sail, and, accompanied by another young woman, set out for a trip around Cape Cod. A sudden gust striking the boat capsized it. The water is very deep at that point and was unusually rough today.

They managed to reach and cling to the overturned boat, but, weighed down by heavy clothing, found it taxed their strength to the utmost to keep their heads above water until the arrival of Samuel

Peck and a party on the yacht Barus, who picked them up.

### CHURCH MEMBERS "POSTED" BY A JERSEY PASTOR.

Rev. G. M. Short, of Scotch Plains, inaugurates the Social Club Plan to Collect Dues.

To be "posted" for unpaid dues is the novel experience of a church congregation of Scotch Plains, N. J. It is the invention of the Rev. G. M. Short, of the Baptist Church there. He had made himself talked about on a previous occasion by stirring up a vice crusade.

"I don't want any dead wood in my church," said Mr. Short's way of explaining his motive for imposing a practice hitherto associated solely with clubs.

He has posted in the church a list of members who are in arrears. This appears to afford a grim satisfaction to certain members of the congregation, but the victims have betrayed no symptoms of delight. Those who are still delinquent after being "posted" for three weeks will be dropped from membership.

### LEVI P. MORTON TRANSFERS "ELLERSLIE" TO HIS WIFE.

Deed Bears Revenue Stamps Showing the Estate's Value to Be \$100,000.

Poughkeepsie, N. Y., June 30.—A deed has been filed in the office of the Dutchess County Clerk showing the transfer of Ellerslie, the magnificent summer home of former Governor Levi P. Morton, from Mr. Morton to his wife, Anna Livingston Morton.

The whole estate presents to Mrs. Morton the sum of \$100,000. The deed bears two fifty dollar revenue stamps, showing that the estate is estimated to be worth \$100,000. Ellerslie is situated at Rhinecliff, on the bank of the Hudson, and has been owned by Mr. Morton about ten years.

### MRS. MCKINLEY WILL BE ABLE TO TRAVEL SOON.

Sp. Dr. Rixey Promises, and She May Accompany the President on His Western Trip.

Washington, June 30.—Mrs. McKinley continues to improve rapidly. To-day she sat up for some time and was able to receive the women of the White House party who returned with the President from New England.

Dr. Rixey believes now that she will completely recover without a change of climate. President McKinley is considering the Western trip which has been suggested by Senators who have recently called on him, as it is believed that Mrs. McKinley will soon be able to accompany him.

## OBEY TEN HOUR LAW, SAY BROOKLYN MOTORMEN.

If the Rapid Transit Company Does This the Men Will Make No Further Demand, and Will Not Strike.

At a Meeting Last Night a Committee Was Appointed to Lay This Matter Before President Rossiter To-day.

At Present the Company Figures So Closely That Eleven Hours Are Needed to Fill a 10-Hour Schedule.

There will be no strike of the employees of the Brooklyn Rapid Transit system if President Rossiter and the Board of Directors are willing to abide strictly by the letter of the ten-hour law.

The recognition of such a law and its faithful performance by the railroad company is all that the motormen and conductors demand.

They held a meeting last night in Brooklyn, in Builders' Hall, corner of Fifth street and Sixth avenue, which was attended by nearly 500 members of the Nassau Division of District Assembly No. 75. There were also present John N. Parsons, General Master Workman; Secretary William H. W. Webster, labor member of the State Board of Mediation and Arbitration, Thomas A. Brauliff and James Phibes.

The upshot of the meeting was that the grievance of the employees will be duly called to the attention of President Rossiter to-day.

Grievances of the Men. A committee was appointed for this purpose. The main grievance of the employees is that they are not being paid according to their hours of employment and in accordance with their rights under the ten hour law.

They explained at last night's meeting that the time schedules on which the cars are run are so arranged that it is impossible, even during the off hours of travel, to make the time prescribed by the schedule.

Many illustrations were offered. Here is one. To run a Seventh avenue car from the depot across the Bridge to Park row requires at least thirty-eight minutes, allowing seventy-six minutes for the round trip. The company has figured that the trip around can be done in sixty-six minutes and requires that nine such trips must be made to constitute a day's work.

Company Figuring Too Close.

At this rate the men would be required to work but nine hours and fifty-four minutes each day, but they find it utterly impossible to make the nine trips with a ten hour day.

The company, he men declare, has purposely made a 10-minute schedule, knowing that the round trip cannot be made in that time, but requiring that nine trips be made. The men make for the nine trips and spend eleven hours in doing so.

If it took them twelve hours to make the nine trips, they say, no fault would be found for being behind time, but at present they worked twelve hours they would only be paid for ten.

This is their chief grievance. They protest against giving these added hours of labor to a corporation for nothing.

Yesterday Secretary Webster called upon President Rossiter, who said that he had heard of the matter and would try to do it in a reasonable manner. He had heard of no grievances. President Rossiter said, however, he added, there was nothing upon which to arbitrate.

Secretary Rossiter gave Mr. Webster the impression that he would be glad to meet him again on any matter pertaining to matters of adjustment in which the employees of the company were concerned.

Webster to Settle for Men.

The Brooklyn men have empowered Mr. Webster to act in full authority for them. It is now Rossiter and Webster, and the combination is said to be one which will prevent trouble.

"The men," said Mr. Webster last night, "are not asking for anything more than what they are entitled to. They are regulated and to be paid for extra work they are required to do."

Mr. Webster added that talk of a strike on Sunday is nonsense. He is sure the grievance of the men will be amicably adjusted.

### ROCKEFELLER MADE A WAY STATION OF CHICAGO.

Chicago, June 30.—Woe is Dr. William R. Harper's prison in these last sad hours of an otherwise glad June. John D. Rockefeller made a way station of Chicago this morning. He did not even stop off long enough to get a sandwich. And so Founders' Day at the big institution is a gloomy passing of time. The Doctor wots not the reason why the Founder passed him and the rest of the world, and he grieves in the darkness of uncertainty.

The professors, too, refuse to submit to the gaze rule which the Doctor promulgated the other day, and say they will not be regulated and to be paid for extra work they are required to do.

### GEN. MILES TELLS LABOR MEN HE IS WITH THEM.

Pittsburg, June 30.—Major-General Nelson A. Miles, after spending the day inspecting the Carnegie Homestead Mills and visiting other places of interest, addressed a big meeting of labor men in the Grand Opera House this evening. Preceding the meeting there was a reception at the Schenley, followed by a parade. The latter was the best military display seen here since the war. The streets were lined with people, who cheered General Miles enthusiastically.

General Miles' speech was on labor. He said:

"I repeat what I stated years ago in a public document at a crucial time in the history of labor, that my sympathies have been from beyond to the present time with the man who labors in an honest and honorable occupation."

At the close of his address General Miles started for Cincinnati.

## MURPHY RODE A MILE IN THE WONDERFUL TIME: 57 4-5 SECONDS.

Repeatedly Ran Into the Train That Paced Him.

Dragged Aboard While Going a Mile a Minute.

Now Says He Can Move as Fast as Any Engine.

A Thrilling Race, with Rider in Constant Peril.



Murphy in the Dust Outside the Shield. Sketched from the Pacing Train.



Murphy at the Start. Sketched from the Pacing Train.



Murphy at the Finish. Sketched from the Pacing Train.

## "No Locomotive Ever Built Can Run Away from Me."—MURPHY.

To the Editor of the Journal: I CAN ride behind a locomotive as fast as the locomotive can go.

Today's test was more difficult than the first one, not merely because it was faster, but because a higher-geared wheel, and particularly because the rubber flanges on the protecting shield, which track, created such an eddy that it lifted the planks as it passed over them, so that every thirty feet came a strain as if I was riding uphill.

I dropped back to the outside of the hood purposely in order to avoid this feature. I found I could ride there with comparative ease, and though I saw the alarm on the faces of the gentlemen on the platform, I knew that I was in no danger of missing my train. I could gain on it whenever I felt like it.

My eyes were blinded by the dust, but otherwise I did not suffer. I was sure that I could carry out my promise to ride a mile a minute on a bicycle and I knew I was doing it. I did not know that I was in any way light-headed from the ride, and certainly feel no ill effects from it.

I was perfect master of my wheel all the time and observed every one of Mr. Phillips's signals, by which I conveyed to me the passing of the quarters.

I would be perfectly willing to repeat the performance. It has no terror for me, and I am quite satisfied that no locomotive ever built could run away from me under the circumstances.

CHARLES MURPHY

CHARLES MURPHY rode a mile on a bicycle yesterday afternoon in 57 4-5 seconds, faster than any other human being has compassed the distance on anything propelled by his own muscle. Fifty-seven and four-fifths seconds is forty seconds less than the time of the fastest race horse that ever trotted a track. It is easily double the usual speed of the trains of the railroad company, one of whose locomotives paced Murphy yesterday.

He came through the ordeal with white, drawn face, half insane and utterly exhausted.

"The boards are flying up and hitting me," he cried, as the railroad men reached over the rail of the pacing car and jerked him aboard the flying train.

Yet within three minutes Murphy's color was back, his breathing natural, his pulse almost normal, and he was laughing and enjoying the congratulations of a car full of excited men.

Changes in the Track. The route the wheelman travelled was the same as that of his first trial a week ago, when he accomplished the distance in five seconds over the minute. That experiment had shown some needed changes. For instance, the plankway between the railroad track had to be extended in order that the locomotive might gain full headway for the trial mile and to afford the bicyclist a chance to slow up when the mile was done, so there was a stretch of plank boards on the line for two and six eighths miles between Maywood and Babylon on the Long Island Railroad.

When he made the trial last week Murphy found his time of greatest danger when the locomotive sprang away at the finish to leave him where he could not dash his brains out against the rear platform. The bicyclist found the action of the flying train pulled him along in spite of himself.

And yet the only gruesome thing about it all was the noise, drawn race six feet from the end of the car, booming through the mist of dust, every distorted feature telling of the effort it took to make a new mark for men to ride at.

But the story must be told from the beginning and up in retrospect to convey an idea of what happened on that stretch of railway yesterday.

Trial with the Locomotive. Locomotive No. 74, of the Long Island engine, with Engineer Booth, a thick, sturdy man of a man, at the throttle, made four trips over the plank portion of the road for practice during the day, the practice required being to bring the train to a standstill in a comparatively short distance and start without suddenness or jolting.

It was nearly 5 o'clock when Murphy had his "no blue jersey" came aboard the car. He was ordered to go over the track and to be prepared to start at the signal of the flagmen to the flags and able to

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